

**CHAMPAGNE**  
Chas. Loubet & Co.  
EXTRA SEC.  
Per Case 1 doz. qts. \$42.00  
2 doz. pta. \$45.00  
SOLE AGENTS:  
H. Price & Co.,  
WINE & SPIRIT MERCHANTS,  
458, 12, Queen's Road.

# The China Mail.

ESTABLISHED 1845.

**KING EDWARD VII. SCOTCH WHISKY**  
WHITE LABEL.  
PER DOZEN ..... \$15.50.  
SOLE AGENTS:  
H. Price & Co.,  
WINE & SPIRIT MERCHANTS,  
458, 12, Queen's Road.

No. 18,256

號六廿月九年五零百九千一英

HONGKONG, TUESDAY, SEPTEMBER 26, 1905.

日八十月八年巳乙

PRICE, \$3.00 Per Month.

## INSTITUTE OF HYGIENE CERTIFICATE.

THIS is to certify that the LAGER BEER of Messrs JOHN JEFFREY & CO., of Edinburgh has been passed by the Examining Board of the Institute of Hygiene as fulfilling the Standard of Purity and Quality required by them.  
Issued this Second day of January, 1905.

PRICE:  
\$16.50 PER CASE OF 7 DOZ. PINTS.

**MACGOWEN, FRICKEL & CO.,**  
SOLE AGENTS.  
Hongkong, July 4, 1905. 1810

## Intimations.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC CO., LD.

I Box to intimate that a TELEPHONE EXCHANGE has been OPENED in KOWLOON, and that intercommunication has been established between the two systems.

Pending the issue of a new Directory I shall be obliged if Subscribers will note the following names:-

R25 AGARD, B., Residence.

R26 AR WONG.

R21 BAILEY, W.S. & Co., Ship yard.

R21A Ditto. Residence.

R18 BLACKHEAD, F. & Co., Kowloon Godown.

R23 CHINA BATTERY Co. Mills.

R5 CHINA LIGHT & POWER Co., Ltd., Works.

R27 COOKE, L.F., Godowns.

R13 DOCK READING ROOM, Kowloon.

R22 GREEN ISLAND CEMENT Co., LD.

R16 HONGKONG & CHINA GAS Co., LD.

R7 HONGKONG & KOWLOON WHARF & GODOWN Co., LD.

R8 Ditto.

R4 HOTEL, Kowloon.

R1 HOTEL, Occidental.

R17 JUDAH, R.S., Residence.

R9 KWONG HEE LOONG, Ship-yard.

R11 KWONG TAK HING, Ship-yard.

R12 MAX LOONG.

R24 NAVAL YARD, Torpedo Depot.

R3 RUTTOBER, H., Kowloon Branch.

R10 SANG CHEONG CHAN, Ship-yard.

R14 STANDARD OIL Co., Ltd. Chi Kok.

R12 THERMISTON STORES.

R19 WATSON, A. S. & Co., Kowloon Godown.

R20 WILKS, E. C., Residence.

R6 WONG KUM FOON, Office.

W. L. CARTER,  
Manager.  
Hongkong, September 25, 1905. 1820

## WANTED.

FROM 1st November next, a FIRST-CLASS STENOGRAPHER and TYPIST. Good Salary offered.

Apply to  
P. O. Box No. 298.  
Hongkong, September 10, 1905. 1780

## NOTICE.

THE Authority given to Mr. WILHELM DOMINICH in Canton, to Sign our Firm per Procuration, has this day been WITHDRAWN.

REUTER, BROKELMANN & CO.  
Hongkong, September 22, 1905. 1802

## CLEARANCE SALE.

FOR ONE WEEK ONLY.

Commencing  
MONDAY, 25th SEPTEMBER.

CAMPBELL, MOORE & CO.,  
Hongkong Hotel Buildings.  
Hongkong, September 23, 1905. 1809

## THE HONGKONG FROZEN FOOD SUPPLY.

On and after MONDAY, the

18th September, 1905, the Depot

in WYNDHAM STREET (DAIRY

FARM DEPOT) will OPEN at

6.00 A.M. instead of 6.30 A.M.

Hongkong, September 14, 1905. 1678

## THE POPULAR SCOTCH IS BLACK & WHITE

James Buchanan & Co.

BLACK & WHITE WHISKY

By Appointment to

H.M. THE KING

and

HER ROYAL HIGHNESS THE PRINCE OF WALES

Supplied at all the Leading Clubs and Hotels, and to be obtained from All the Principal Grocers.

James Buchanan & Co.,  
25, Abchurch Lane, LONDON, E.C. 4.

SOLE AGENTS FOR HONGKONG:  
H. Price & Co.,  
458, 12, Queen's Road.

1820

## Business Notices.

### W. S. BAILEY & CO. ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY.  
OFFICES & STORES: No. 20, CONNAUGHT ROAD.

### HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

#### Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain H. D. Jones.  
s.s. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.  
s.s. FAISHAN, 2,200 tons, Captain R. D. Thomas.  
s.s. HANKOW, 2,073 tons, Captain C. V. Lloyd.  
s.s. KINSHAW, 2,095 tons, Captain J. J. Leslie.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).

Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 8 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

#### Hongkong-Macao Line.

s.s. BEUNGSHAN, 1,908 tons, Captain W. E. Clarke.  
Departures from Hongkong to Macao on week days at 2 p.m.  
Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m.

#### Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

#### Canton-Wuchow Line.

s.s. SALNAM, 538 tons, Captain W. A. Valentine.  
s.s. NANNING, 569 tons, Captain O. Butcher.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the:-

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor), opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

### PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED.

THREE MINUTES' WALK FROM POST OFFICE.

SPECIAL TERMS FOR MONTHLY BOARDERS.

RATES MODERATE. 29, WYNDHAM STREET.

Hongkong, September 6, 1904. 1634

### N. LAZARUS, OPTICIAN.

10, D'AGUILAR STREET, HONGKONG.

SIGHT TESTED FREE. LENSES GRIND ON THE PREMISES.

A. S. TUXFORD, Manager.

Hongkong, October 1, 1904. 1797

### LEE LOONG & CO., FURNITURE STORE.

No. 14, QUEEN'S ROAD CENTRAL.

(NEXT DOOR TO H. PRICE & CO.)

ALL kinds of FURNITURE, CARVED CANTON BLACKWOOD, CROCKERY and GLASS.

WARR, KITCHEN UTENSILS, etc., etc.

AT MODERATE PRICES.

Hongkong, September 21, 1905. 1789

### WM. POWELL, LIMITED.

NEW ISSUE OF 3,000 SHARES.

NOTICE IS HEREBY GIVEN TO Shareholders in the above Company who have not yet applied for the proportionate number of Shares of the New Issue to which they are entitled that unless same are taken up by OCTOBER 2nd, 1905, they will be forfeited.

By Order of the Board of Directors, HARRY BYRE, Manager.

Hongkong, September 19, 1905. 1779

### JOHN D. HUMPHREYS & SON, Liquidators.

Hongkong, September 22, 1905. 1798

### THE HONGKONG AND KOWLOON WHARF & GODOWN CO., LTD.

NOTICE.

THE SHARE CERTIFICATE No. 4420 for Seven Shares, numbered 39143/39151 in the above Company, standing in the name of Mrs. FRANCES HEATH ELDRIDGE, having been lost, I HEREBY ORDER that the said Duplicate Certificate for the said Shares will be issued one month hence, and that the Original Certificate unless produced within that period, will thereafter be held by the Company to be null and void.

EDWARD OSBORNE, Secretary.

Hongkong, September 22, 1905. 1803

### COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

THE COMMERCIAL UNION ASSURANCE COMPANY, LIMITED, is a joint BRITISH INSURANCE COMPANY.

Head Office: London.

Established in London in 1801.

W. H. TRENCHARD DAVIS, Branch Manager and Underwriter.

Hongkong, August 30, 1905. 1653

### SELECT BOARD & RESIDENCE AT 'BRAESIDE'.

A LARGE and COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large, airy and nicely furnished Bedrooms, every home comfort. Fine view of the Harbour. Terms Moderate. Apply to:-

MRS. F. W. WATTS, BRAESIDE, 20, MACDONNELL ROAD, (Late St. 'TANG YUEN').

Hongkong, June 19, 1905. 97

## Business Notices.

### BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

#### BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.

BEWARE OF IMITATIONS. SOLE MANUFACTURERS: BELL'S ASBESTOS CO., LD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.

OFFICE:- 6, DES VŒUX ROAD.

### LANE, CRAWFORD & Co.

HAVE NOW REMOVED TO THEIR

### NEW STORE

IN CHATER ROAD AND ICE HOUSE STREET

ENTRANCE IN ICE HOUSE STREET.

### LANE, CRAWFORD & Co.

### STAG HOTEL.

148, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED, WELL FURNISHED AND AIRY BEDROOMS.

Monthly Boarders accommodated on very Moderate Terms.

For Particulars, apply to THE MANAGER.

Hongkong, November 3, 1904. 1985

### HOTEL BALTIMORE (LATE HOTEL AMERICA)

2, WYNDHAM STREET.

A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED, AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS.

EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.

Target Restaurant. Apply to THE MANAGER.

Hongkong, June 31, 1905. 1151

### KELLY & WALSH, LTD.

The Opal Serpent, by Feigus Hume \$1.75

The King's Messenger, by Louis Tracy 1.75

The Prospector, by Ralph Connor 1.75

La Costanza, Roman de L'Espagne 2.50

Amoureuse, by L. de Bradi... 2.25

Celine, Fille des Champs, by P. de Querlon 2.25

Coeurs d'Amouresses, by H. Malot. 2.25

Les Amours de Jules, by Hermann Paul (Album Illustré) 2.25

THE FAR EAST, by ARTHUR HADFIELD. 6.50

Maps, 6.50

Naples, Past and Present, by A. H. Norway, with Coloured Plates 2.50

Husband, Wife and Home, by C. F. Goss 3.50

Civil Engineering, by T. Claxton 2.20

Golf and How to Play It, by 'An Old Player' 3.00

The Rationale of Astrology, by A. H. Barclay 4.00

Brain Building, by J. Ralph 4.00

Selections from the Works of Ruskin, 4.40

Evils, 1.50

The Social Evil in University Life, by R. N. Wilson, M.D. 1.50

Infantry Training, 1905 90

La Chine Pour Tous. Histoire, Population, Administration, &c., by J. Deutromer 1.75

De Kremlin au Pacific, by G. Duvernoy 2.50

The Art of Writing English by Melkior 1.80

Scientific Amusements, by E. Frith. 3.80

Poetries and Serf, from the Russian of Skitolev. 45

Le Panorama Salon, 1905... 5.00

THE PITH OF THE CLASSICS

Quotations from the Chinese Classics in Daily Use, by J. DYER-BALL \$2.00

### COMMERCIAL AND PRIVATE PRINTING.

LOWEST PRICES.

ESTIMATES FREE.

NEW PLANT

NEW TYPE.

EUROPEAN SUPERVISION

### GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL, 1st FLOOR.

### BEER PILSENER.

\$13.00

Per Case of 4 Dozen Quarts.

Hongkong, September 24, 1905. 2110

## Business Notices.

### GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

Cracks of 375 lbs. net, \$4.50 per Case, ex Factory;

\$2.70 per Bag, 250 lbs. net, ex Factory;

Shewan, Tomes & Co., GENERAL MANAGERS

Hongkong, March 7, 1905. 2583

### FAIRALL & CO.

NEW KID AND SILK BELTS.

EMBROIDERED LINEN ROBES AND BLOUSES.

NEW RIVER HATS.

NEW ADDRESS:-HOTEL BUILDINGS,

7 AND 9, PEDDER'S STREET.

Hongkong, September 9, 1905. 1086

### THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRAS.

A. F. DAVIES, Acting Manager.

### The Peak Hotel.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

OPEN to the South Winds in Summer and protected from the North-East Winds in Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent islands for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST'S HOTEL.

Terms:-From 12s. per day. TOWN OFFICE:-3, DUNDRELL STREET.

ongkong, March 27, 1905. CABLE ADDRESS: 'PEACEFUL' 11

### THOMAS' HOTEL.

REDUCED SUMMER RATES.

BOARD & LODGING BY THE DAY \$3.00 AND UPWARDS.

BOARD & LODGING BY THE MONTH \$60.00 AND UPWARDS.

All the Three Meals, \$45.00 per month. Dinner & Dinner, \$35.00 per month.

For further particulars, apply to THE MANAGER

Hongkong, July 15, 1905. 1411

### BERKEFELD FILTERS

IN GLASS AND STONEWARE

### BERKEFELD PUMP FILTERS.

THESE FILTERS REMOVE ALL GERMS FROM WATER

AND THUS PREVENT TYPHOID AND MANY OTHER DISEASES

### VICTORIA DISPENSARY.

Queen's Road Central.

### W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

JUST LANDED.

NEW STOCK OF GAMES.

TENNIS RACKETS-Fairbairns, Falcon, Unicorn, SPECIAL CHAMPION.

Selected, &c. Shazenger's Demon, Special Demon, E. G. M., &c.

TENNIS BALLS. TENNIS NETS.

CRICKET-Bats in great Variety-Balls, Stumps, Gannets, Leg Guards, &c.



## Intimations.

**G. FALCONER & Co.,**

WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF

DIAMOND JEWELLERY AND ENGLISH SILVER WARE,  
HIGH-CLASS GOLD AND SILVER WATCHES.

LARGE ASSORTMENT OF SPECTACLES.

PINCE-NEZ AND EYE PRESERVES

FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.

HOTEL MANSIONS, opposite the New Post Office site.

**M. MUMEYA,**

JAPANESE ARTIST AND PHOTOGRAPHER.

ENLARGEMENTS ON BROMIDE PAPER

AND FINISHED IN CRAYON.

ALL KINDS OF WORK DONE FOR AMATEURS.

88, QUEEN'S ROAD CENTRAL.

## JAPAN

## COALS.

**NETSUI BUSSAN KAISHA**  
(NETSUI & CO.)

HEAD OFFICE: 1-1, SHIBUYA-CHO, TOKYO.

LONDON BRANCH: 34, LIME STREET, E.C.

HONGKONG BRANCH: PRINCE'S BUILDINGS, 102 HURST STREET, FIRST FLOOR.

OTHER BRANCHES:  
Kobe, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,  
Shanghai, Chongqing, Fuzhou, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,  
Yokosuka, Nagoya, Osaka, Kobe, Matsuyama, Kure, Shimoda, Moji, Waka-  
saka, Kanagawa, Nagasaki, Kuchino, Sasebo, Maizuru, Miike, Hakodate,  
Tokyo, etc.

Telegraphic Address: 'NETSUI' (A.B.C. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the  
State Railways; Principal Railway Companies and Industrial Works; Home and  
Foreign Mail and Freight Steamers.SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano, and Ida Coal Mines.  
SOLE AGENTS for Hokoku, Honda, Kamata, Fujinotani, Mamada, Mannoura,  
Otsuka, Otsu, Sasahara, Tanabako, Yoshinotani, Yoshio, Yawakura, and others.  
S. MINAMI, Manager, Hongkong.

Hongkong, May 31, 1904.

**BROOKETON COLLIERY**IS Prepared to Supply BUNKERS alongside the Wharf at LABUAN, to any  
steamer calling there. Prompt despatch. For particulars as to Price, etc., please  
apply to the Undersigned.

FRESH WATER can also be obtained at the Wharves.

Steamers of any draft can be berthed.

**EAST ASIATIC TRADING CO.,**  
FOR AGENTS.

Hongkong, September 10, 1905.

UNTOUCHED BY HAND.

**MELLIN'S**  
**FOOD**

For INFANTS and INVALIDS.

MELLIN'S FOOD is free from Starch

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

**WELLINGTON**  
**KNIFE POLISH**

**WELLINGTON SILVERSMITHS**  
**BLACK LEAD SOAP** FOR CLEANING PLATE.

**POLYMERIZANT METAL POWDER**  
FOR BRASS, COPPER, AND OTHER METALS.

JOHN OAKLEY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON.

**HOLLOWAY'S**  
**PILLS**For Indigestion, Heartburn,  
Biliousness, Jaundice,  
and all Complaints of the  
Liver and Kidneys.

THEY ARE INVALUABLE

FOR THE USE OF FEMALES.

Manufactured only at 75, New Oxford Street, London. Sold by all Chemists and Medicine Vendors.

## Intimations.

**NETSUI BISHI CO.**

## COAL DEPARTMENT.

MARUNO-UCHI, TOKYO.

Cable Address: 'IWASAKI'

which applies to all Branch Offices and  
Hongkong and Shanghai Agencies.A1, ABC 5th EDITION, WESTERN  
UNION CODES USED.

ALL LETTERS ADDRESSED

MANAGER, NETSUI BISHI CO., WITH  
NAME OF PLACE UNDER.

## BRANCH OFFICES.

NAGASAKI, MOJI, KOBE, KARATSU  
AND HANKOW.

## AGENCIES.

SHANGHAI: H. J. H. TRIPP.

HONGKONG: H. U. JEFFRIES.

YOKOHAMA: M. ASADA.

CHINKIANG: GILBERT &amp; CO.

MANILA: MACDONNELL &amp; CO.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies;  
the Imperial Armies; the Imperial Railway  
Sanyo, Kure, and the other Principal  
Railways; Industrial Works; Home and  
Foreign Mail and Freight Steamers.EXPORTERS OF COAL to Hongkong,  
Shanghai, Hankow, Singapore, Manila,  
North China, Korean ports and America.SOLE PROPRIETORS of Takashima,  
Ochi, Shimizu, Naniwa, and Kani-  
yama Collieries, and also the Colliery  
which will shortly be ready to produce  
a large scale of the best Buzen Coal.Sole Agents for Kijiro, Komatsu (Tagawa)  
and Yashimochi Coal (Karatsu).The Head and Branch Offices and the  
Agencies of the Company will receive any  
order for Coals produced from the above  
Collieries.Coal sold in 1904 by the Company  
amounted to 1,520,000 tons.

## TAKASHIMA COAL.

New and additional shafts at the Takashima  
Colliery have been completed and this  
well-known best and most economical  
steam coal in the East is now produced in  
abundance and can be supplied in any  
quantity.

Hongkong, March 11, 1905.

HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.  
(IN LIQUIDATION)

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 10 minutes.

8.30 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 10.30 a.m. Every 10 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 11.30 a.m. Every 10 minutes.

11.30 a.m. to 12.00 p.m. Every 10 minutes.

12.00 p.m. to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 1.30 p.m. Every 10 minutes.

1.30 p.m. to 2.00 p.m. Every 10 minutes.

2.00 p.m. to 2.30 p.m. Every 10 minutes.

2.30 p.m. to 3.00 p.m. Every 10 minutes.

3.00 p.m. to 3.30 p.m. Every 10 minutes.

3.30 p.m. to 4.00 p.m. Every 10 minutes.

4.00 p.m. to 4.30 p.m. Every 10 minutes.

4.30 p.m. to 5.00 p.m. Every 10 minutes.

5.00 p.m. to 5.30 p.m. Every 10 minutes.

5.30 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 6.30 p.m. Every 10 minutes.

6.30 p.m. to 7.00 p.m. Every 10 minutes.

7.00 p.m. to 7.30 p.m. Every 10 minutes.

7.30 p.m. to 8.00 p.m. Every 10 minutes.

8.00 p.m. to 8.30 p.m. Every 10 minutes.

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10.30 p.m. to 11.00 p.m. Every 10 minutes.

11.00 p.m. to 11.30 p.m. Every 10 minutes.

11.30 p.m. to 12.00 a.m. Every 10 minutes.

12.00 a.m. to 1.00 a.m. Every 10 minutes.

1.00 a.m. to 1.30 a.m. Every 10 minutes.

1.30 a.m. to 2.00 a.m. Every 10 minutes.

2.00 a.m. to 2.30 a.m. Every 10 minutes.

2.30 a.m. to 3.00 a.m. Every 10 minutes.

3.00 a.m. to 3.30 a.m. Every 10 minutes.

3.30 a.m. to 4.00 a.m. Every 10 minutes.

4.00 a.m. to 4.30 a.m. Every 10 minutes.

4.30 a.m. to 5.00 a.m. Every 10 minutes.

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6.00 a.m. to 6.30 a.m. Every 10 minutes.

6.30 a.m. to 7.00 a.m. Every 10 minutes.

7.00 a.m. to 7.30 a.m. Every 10 minutes.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

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12.00 a.m. to 1.00 a.m. Every 10 minutes.

1.00 a.m. to 1.30 a.m. Every 10 minutes.

1.30 a.m. to 2.00 a.m. Every 10 minutes.

2.00 a.m. to 2.30 a.m. Every 10 minutes.

2.30 a.m. to 3.00 a.m. Every 10 minutes.

3.00 a.m. to 3.30 a.m. Every 10 minutes.

3.30 a.m. to 4.00 a.m. Every 10 minutes.

4.00 a.m. to 4.30 a.m. Every 10 minutes.

4.30 a.m. to 5.00 a.m. Every 10 minutes.

5.00 a.m. to 5.30 a.m. Every 10 minutes.

5.30 a.m. to 6.00 a.m. Every 10 minutes.

6.00 a.m. to 6.30 a.m. Every 10 minutes.

6.30 a.m. to 7.00 a.m. Every 10 minutes.

7.00 a.m. to 7.30 a.m. Every 10 minutes.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 10 minutes.

8.30 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 10.30 a.m. Every 10 minutes.

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11.00 a.m. to 11.30 a.m. Every 10 minutes.

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## THE "MIKASA" DISASTER.

## Another Account.

The opinion is becoming strengthened that the battleship "Mikasa" was sunk as the result of an accident, says the *Japan Chronicle*. The place where the war-ship is lying in the harbour of Sasebo is six fathoms deep, and as the depth of the battleship below the water line is 27 feet, the upper works are therefore above water. According to information so far received, the damage to the ship is not so serious as at first reported, and it is expected that she will be fully serviceable when raised and repaired. The explanation given for the heavy loss of life is that the men on board in time of fire have great difficulty in escaping, as they have to make their way from below by narrow passages. At a time of panic they are almost entombed, and in case of fire are liable to be suffocated by smoke. It is supposed that the bodies of most of those who perished are now in the sunken vessel.

In a report to the headquarters of the Constitutional Association, Mr. Watanabe, Mayor of Sasebo, who is also a Constitutional member of the Diet, emphatically denies the rumour that the disaster to the "Mikasa" was the result of any action on the part of disaffected men. Mr. Watanabe is confident that it was only an accident. Everything, he says, is quiet at Sasebo, there being not the least sign of disaffection. The whole town is in mourning for the loss of so many brave men.

The *Osaka Mainichi* publishes the following account of the fire on the "Mikasa" as related by an eyewitness:—

At about 20 minutes after midnight on the 16th instant, the muffled sound of an explosion was heard in the harbour of Sasebo, and heavy smoke and flames were seen rising. It was soon known that a warship was on fire, and great excitement prevailed in the town, but nothing could be done, as the harbour is strictly closed against the public. It was soon learned that the ship on fire was the battleship "Mikasa," and this naturally increased the public excitement. The flag-ship entered the port on the 8th instant, together with the "Fuji," "Asahi," "Shikishima," and "Kasagi," and the flag-ship was lying abreast of the battleship "Sagami" (formerly the Russian "Peresviet"). Captain Iijima, in command of the "Mikasa," could be seen on the bridge directing the operations of his men for extinguishing the fire. Assistance quickly went from all the other ships in the harbour, and efforts were made in vain to discover the place where the fire had originated. The heavy black smoke which was rising from the bottom in thick clouds seriously interfered with the operations of the men. Shortly before 2 o'clock a tremendous explosion shook the town and the "Mikasa" at once began to settle. In a few moments the monster ship was resting on the harbour bottom.

So violent was the explosion that policemen on a steam-launch near by was knocked into the water by the vibration. Fortunately the launch "Koban-maru" was present in the harbour at the time, and the wounded were promptly attended to. Captain Iijima escaped unhurt.

From the above account it would seem that an explosion preceded the fire, which, with the report that heavy black smoke accompanied the outbreak, would seem to support the theory that the fire was due to the spontaneous combustion of gun-cotton.

The result of the Belfast election is Sir Daniel Dixon, Unionist 4,440, Mr. Walker, Labour 3,963. This is to fill the place of Mr. Haslett deceased.

## CURED OF CONSTIPATION.

## AN ENGINEER PRAISES BILE BEANS.

If you continue to be troubled in a tea-pot in which the exhausted leaves are allowed to remain, the liquor will be rank and unwholesome. The results will grow steadily worse, and the tea-pot will be lengthened by a bottle of use until it has been thoroughly cleansed and purified. If refuse has accumulated in the human system through the occurrence of constipation, the whole body is rendered foul and unhealthy. Constipation and its results are speedily removed by Bile Beans. Mr. S. P. Wrentham, electrical engineer, 4, Alma Street, Southwick, Birmingham, England, says: "I found in the course of my profession that when I went to a fresh town or district, the altered climate had a very lowering and depressing effect upon me. When I got to some place for a short time I suffered from constipation, depression and sleeplessness, and got run down generally. During the day I had a helpless feeling and a desire to lie down all the time, though even that was a trouble, and then at night I could not go to sleep at all."

The many pills I tried never gave me any benefit, until one day I took a bottle of Bile Beans. The door describing the benefits a number of people had received through taking Bile Beans for Bile Beans, so I sent for a bottle. In a couple of days I felt a little better, and at the end of the course I was cured, and completely too, for I have never since been troubled with the feelings above. I have never felt better than I do at present, and I cannot speak too highly of Bile Beans. I have given a lot of them away to neighbours, who tell me they have received a lot of good. In fact, I have not heard a word against them, yet, I shall always keep a bottle by me, and will recommend them to everybody who suffers, for they have done me so much good that I feel it only right others should know of them."

Bile Beans are a cure for indigestion, debility, biliousness, constipation, piles, female ailments, weakness, nervousness, plethoricness, loss of appetite, liver complaints, headache, dizziness, pimples, and skin troubles. Obtainable from all chemists and medicine vendors. Price 7s. 6d. (Mex.) per bottle.

## THE OWL, GRILL &amp; OYSTER ROOM.

COOKING done by a European Cook. ALL KINDS OF LIQUOR served with Meals. Special Rates to Monthly Boarders. No. 51, DES VŒUX ROAD CENTRAL. Hongkong, March 14, 1905.

## HOTEL METROPOLE.

THE FAVOURITE AND POPULAR SUMMER RESORT. UNDER ENTIRELY NEW MANAGEMENT.

SPLENDID ACCOMMODATION.—Only Leading Brands of Liquors kept. Everything sold true to name and label. Drought Beer drawn from the Wood. BILLIARDS AND OTHER SPORTS. PRIVATE DINNERS A SPECIALITY.

J. H. NEWBOLD, Proprietor.

Hongkong, April 1, 1905.

## ESPECIAL OLD TOM GIN.

MARSHALL AND ELVY'S

## SATINETTE

(REGISTERED)

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM—

## THE MUTUAL STORES,

DES VŒUX ROAD.

Hongkong, May 17, 1905.

## PHOTO SUPPLIES.

## LONG, HING &amp; CO.,

17, QUEEN'S ROAD.

Hongkong, August 10, 1905.

## DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

The Physician's Cure for Gout, Rheumatic Gout and Gravel. Safest and most Gentle Medicine for Infants, Children, Delicate Females, and the Sick of Pregnancy.

## DINNEFORD'S

## MAGNESIA

## MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamer sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition to those vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 28 or 30 days.

## EUROPEAN MAIL.

DEP.	STEAMER.	DESTINATION.	MAIL DUE LONDON.	DUE.
Sept. 27	G. M. S. Reon	Bremen	Sept. 1	Nov. 7
Oct. 3	M. M. Polynesia	Bremer	Nov. 4	Nov. 11
Oct. 7	P. & O. Nubia	Hamburg	—	Nov. 21
Oct. 11	G. M. S. Bayern	Hamburg	—	Nov. 21

## CANADIAN MAIL.

DEP.	STEAMER.	DESTINATION.	MAIL DUE LONDON.	DUE.
Oct. 15	C. P. R. Empress of China	Vancouver.	Nov. 23	
Nov. 1	do. Athenian	do.	Dec. 21	
Nov. 15	do. Empress of India	do.	—	1906
Nov. 29	do. Turin	do.	—	Jan. 18
Dec. 13	do. Empress of Japan	do.	—	Feb. 15
1906	do.	do.	—	Mar. 15
Jan. 10	do. Empress of China	do.	—	Oct. 12
Jan. 24	do. Athenian	do.	—	
Feb. 7	do. Empress of India	do.	—	
Feb. 21	do. Turin	do.	—	
Mar. 7	do. Empress of Japan	do.	—	

## AMERICAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
1905			
Oct. 2	P. M. S. Siberia	San Francisco	Oct. 24
Oct. 6	P. M. S. Mongolia	do.	Nov. 14
Oct. 17	P. M. S. China	do.	Nov. 18
Oct. 31	P. & O. Doric	do.	Dec. 5
Nov. 7	P. M. S. Manchuria	do.	Dec. 19
Nov. 21	P. M. S. Korea	do.	Dec. 29
Dec. 5	P. & O. Coptic	do.	—

## AUSTRALIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
Oct. 4	E. & A. Australian	Sydney.	Oct. 25
Oct. 6	C. N. Chin.	do.	Oct. 29
Oct. 17	C. M. S. Prinz Waldemar	do.	Nov. 8
Oct. 30	T. N. Taiyuan	do.	Nov. 22
Nov. 1	E. & A. Empress	do.	Nov. 22
Nov. 6	G. M. S. Prinz Sigismund	do.	Dec. 6
Nov. 23	C. N. Teinan	do.	Dec. 16
Nov. 29	E. & A. Eastern	do.	Dec. 20

## For Sale.

## FOR SALE.

PERAMBULATOR—Nearly New. Best English Manufacture. RUBBER TYRES, 6 Springs latest pattern. Apply to "PIAM," Care of "CHINA MAIL" Office. Hongkong, September 28, 1905. 1821

## LAND FOR SALE.

I. L. No. 117 MOUNT KELLET, PEAK.

THIS Piece of Land is suitable for building a European house with Tennis Courts, and commands a fine View of Harbour.

Apply to SANG LEE & CO., Contractor, No. 59, Des Vœux Road Central, 1st Floor. Hongkong, July 22, 1905. 1402

## Auctions.

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

## THURSDAY,

the 28th September, 1905, at 2.30 P.M., at No. 33, QUEEN'S ROAD CENTRAL, (Recently occupied by Messrs LANE, CLAYTON & CO.)

A QUANTITY OF FLANNEL SHIRTS, WOOLLEN UNDERWEAR, WHITE SHIRTS, STRAW HATS, and TOILET, BROWN BOOTS, CLAYVIA SHOES, GLASSWARE, CROCKERY, BANJOS, PHONOGRAPHS, MUSICAL BOXES, MUSIC, etc., etc.; Also,

SEVERAL SHIP CHANDLERY, LOCKS, BOLTS and Hinges.

On View from day of Sale.

Terms:—Cash on delivery.

GEORGE P. LAMBERT, Auctioneer.

Hongkong, September 23, 1905. 1812

## PUBLIC AUCTION.

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 2nd day of October, 1905, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND on South side of Kennedy Road and East of Ship Street in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Particulars of the Lot.									
No. of Sub.	Registry No.	Locality.	Boundary Measure.				Contents in Square feet.	Annual Rent.	Taxes Paid.
			S.	N.	E.	W.			
			R.	R.	R.	R.			
			Road, 100 ft. wide, 100 ft. long, 100 ft. deep, 100 ft. high, 100 ft. thick, 100 ft. wide, 100 ft. long, 100 ft. deep, 100 ft. high, 100 ft. thick, 100 ft. wide, 100 ft. long, 100 ft. deep, 100 ft. high, 100 ft. thick, 100 ft. wide, 100 ft. long, 100 ft. deep, 100 ft. high, 100 ft. thick, 100 ft. wide, 100 ft. long, 100 ft. deep, 100 ft. high, 100 ft. thick, 100 ft. wide, 100 ft. long, 100 ft. deep, 100 ft. high, 100 ft. thick, 100 ft. wide, 100 ft. long, 100 ft. deep, 100 ft. high, 100 ft. thick, 100 ft. wide, 100 ft. long, 100 ft. deep, 100 ft. high, 100 ft. thick, 100 ft. wide, 100 ft. long, 100 ft. deep, 100 ft. high, 100 ft. thick, 100 ft. wide, 100 ft. long, 100 ft. deep, 100 ft. high, 100 ft. thick, 100 ft. wide, 100 ft. long, 100 ft. deep, 100 ft. high, 100 ft. thick, 100 ft. wide, 100 ft. long, 100 ft. deep, 100 ft. high, 100 ft. thick, 100 ft. wide, 100 ft. long, 100 ft. deep, 100 ft. high, 100 ft. thick, 100 ft. wide, 100 ft. long, 100 ft. deep, 100 ft. high, 100 ft. 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1811

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

## MONDAY,

the 2nd October, 1905, commencing at 2.30 P.M., at No. 25, LYMINGTON STREET.

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE,

Comprising:—

BRASS AND BRASS-MOUNTED BEDSTEPS; MARBLED-MADE WARDROBES WITH BEVELED MIRRORS; TEAK BUREAUX WITH BEVELED MIRRORS; MARBLED TOP WARDROBES WITH TILDE BACK; MARBLED-MADE BEVELED OVERMANICLES; TEAK BOOKCASES WITH CYPRESS DRAWERS; WRITING DESKS WITH BEVELED MIRRORS; BEDROOM SUITES; TOILET SETS; VASES AND ORNAMENTS, &c.

BATHROOM REQUISITES.

Also

A Quantity of ELECTRIC LIGHT FITTINGS; and

1 COTTAGE PIANO by "M. F. Rachals & Co."

1 COTTAGE PIANO by "Rosenkrantz."

Terms:—As Customary.

On View from Saturday, 30th Sept. to Monday, 3rd Oct. 1905.

GEORGE P. LAMBERT, Auctioneer.

Hongkong, September 25, 1905. 1822

## PUBLIC AUCTION.

MR GEORGE P. LAMBERT has received instructions to Sell by Public Auction,

## MONDAY,

the 9th October, 1905, at 3 P.M., at his SALES ROOMS, DUNDRELL STREET.

The following

VALUABLE LEASEHOLD PROPERTY

Situate at Victoria, in the Colony of Hongkong, namely:—

All that Piece of Parcel of Ground situate at Victoria aforesaid, registered in the Land Office, as Section A of Inland Lot No. 1445, Area 1967 square feet or thereabouts; term 999 years; Annual Crown Rent \$77.90 together with the messuages thereon known as No. 40, CAINE ROAD, Victoria aforesaid.







## BY TELEGRAPH.

[CHINA MAIL'S EXCLUSIVE SERVICE.]  
[SUPPLIED BY REUTER VIA HONGKONG.]

## A SEA RAID.

## JAPANESE ATTACK A RUSSIAN SHIP.

## Occupation of Russian Islands.

LONDON, September 25. Telegrams from St. Petersburg state that intelligence has been received there to the effect that the Japanese have seized a steamer belonging to the Kamchatka Trading Company.

The seizure is said to have taken place near the Behring Island, portion of the Commander (Komandorski) Group, east of Kamchatka Peninsula.

The Japanese are further reported to have subsequently occupied the islands, but the date of the occurrence is not mentioned.

## RUSSIA'S AMBITIONS.

## TURKESTAN COVETED.

## Unwanted Activity.

LONDON, September 25. Russia's activity with regard to Turkestan shows signs of increasing. The military districts of Kief and Odessa have received orders to prepare for the immediate despatch of troops, and these orders are being carried out.

## DE WITTE IN GERMANY.

## TO VISIT THE KAISER.

LONDON, September 25. M. de Witte has interviewed Baron von Riehthofen, German Minister for Foreign Affairs, at Berlin.

The Kaiser will receive a visit from M. de Witte at Rastenburg on Tuesday.

## THE FLEETS OF THE ALLIES.

## TO MEET IN TOKIO BAY.

LONDON, September 25. The Tokyo correspondent of the Daily Telegraph states that after the peace treaty has been ratified by Russia and Japan, the British and Japanese fleets will meet in Tokio Bay.

[REUTERS SERVICE.]

## NORWAY AND SWEDEN.

## An Amicable Termination.

LONDON, September 24. The Karlstad conference has terminated, and it is officially announced that an agreement has been reached; protocols will be published next week, in Christiania and Stockholm simultaneously; orders have been given to the Norwegian and Swedish troops to withdraw from the frontier.

## AUSTRIA-HUNGARY.

## The King's Desires.

King Francis Joseph, desiring to make a final attempt to restore a constitutional regime in Hungary, has summoned to Vienna the leaders of the opposition, who form the majority of the Diet, and requested them to form a Cabinet, but His Majesty has positively declined to entertain any modification affecting the union of Austria and Hungary, or the army, and has warned them earnestly of the responsibility they will incur if they adhere obstinately to the old standpoint.

The King has refused to see Count Goluchowski because he is not a Hungarian, and Count Ciskely has therefore been appointed to conduct negotiations.

## BRITISH IMPERIAL DEFENCE.

## New Naval Bases.

The acquisition of the Tanjong Pagar Docks at Singapore forms a part of Admiral Sir John Fisher's Imperial defence scheme, which also comprises the establishment of naval bases at Gibraltar, Dover, and Singapore and the abandonment of Wei-Hai-Wei, Trincomalee, Hong Kong, and Esquimaux.

The Observer announces that the establishment of a naval base at Singapore practically fulfils a part of the new Anglo-Japanese agreement for mutual self-protection.

## Bilious Colic Prevented.

Take a double dose of Chamberlain's Colic, Cholera and Diarrhoea Remedy as soon as the first indication of the disease appears, and a threatened attack may be averted off. Hundreds of people who are subject to attacks of bilious colic find the remedy in this way with perfect success. For sale by all Dealers, WATKINS & Co., Ltd., General Agents.

## BY TELEGRAPH.

[CHINA MAIL'S SPECIAL SERVICE.]

## THE PEKING BOMB OUTRAGE.

## COMMISSIONERS' JOURNEY POSTPONED.

(From Our Correspondent.)

SHANGHAI, September 26. A telegram has been received here to the effect that in consequence of the bomb outrage at Peking railway station (as reported by the CHINA MAIL yesterday) the Chinese Commissioners selected to go abroad have cancelled their passages.

The journey is indefinitely postponed.

## CREW VERSUS OFFICERS.

## Trouble on the "Andromeda."

Before Mr F. A. Hazland, at the Magistracy, this afternoon, Edward Nymen and eight others of the crew of the sailing ship "Andromeda" proceeded against Captain Decker on a summons charging him with using abusive language towards them on the high seas. The first, second, and third officers were also summoned by the crew for using abusive language towards them, and for assault.

The men, it will be remembered, were sentenced to ten days' gaol by the Harbour Master for disobeying the captain's lawful commands. When before the Marine Court the men complained of bad treatment on the part of the Captain and officers and were told that they could bring an action if they wished.

Mr O. F. Dixon appeared to prosecute, and Mr C. E. H. Beavis was for defence.

The charges of using abusive language against the captain and second officer were withdrawn, by Mr Dixon, and evidence was given on the charge of assault against the second officer (Parkes).

Mr Beavis applied to His Worship for this recompense for the captain as he might think fit for the trouble and inconvenience he had been put to in the matter. He considered the charge of using abusive language was a trivial one. As his Worship well knew abusive language, addressed to sailors at sea, was the only language they understood. It was very difficult to say what was abusive language in such circumstances. His Worship did not think he could make any allowance.

Mr Dixon in outlining the case said that the defendant (Parkes) was second officer of the "Andromeda" and the complainants A. B's. The assaults complained of took place while the ship was on her way from New York to Hongkong. She left New York on May 11th and arrived here on September 3rd, so that altogether the voyage lasted nearly four months. During the whole of that time the complainants were systematically and persistently bullied by the officers, the defendant and others. The captain was applied to for protection by the men but instead of giving it he encouraged the assaults. He would call evidence to prove that repeated assaults had been committed and encouraged by the captain. On arrival here the men wanted to come ashore and report their complaints to the authorities but were refused leave and were indeed practically kept prisoners for several days.

They were not allowed to come on shore until they refused to work and were then charged before the Marine Magistrate. The Harbour Master sentenced them to ten days' gaol and said that the men had a certain amount of cause for refusing duty and in consequence he dealt lightly with their case.

The evidence of Sylvester Rooney, one of the complainants, was to the effect that while he was on the yard arm of the ship he saw the defendant come up and struck him because he could not get some of the ropes clear quickly enough. He was hit with such force that he nearly fell overboard and then the defendant tried to push him overboard. Rooney would also say that on another occasion the second officer struck him with his fist and cut his eye open. Both of these assaults were committed in the presence of several of the crew.

On another occasion Hammerberg, another complainant, was struck several blows by the second officer, Hammerberg was steering the ship and the defendant came up and said that he was keeping her too close up to the wind and the sails were flapping. Defendant then made menacing signs and had a "palm" in his hand and when he struck the sail he cut his face open and caused it to bleed very freely and rendered him almost unconscious. The captain witnessed this assault and encouraged it saying "let him have it."

His Worship would see that during the whole of the voyage the men had been very badly treated by the officers. The men now wished to be freed from their contracts as they considered they were not safe with such officers and a captain who had no sympathy with the men's complaints. In addition to this fear the men did not consider their lives were safe on board. They would say that coming out the captain and officers were frequently playing cards together in the chart house, leaving no one on the bridge to look after the vessel. On May 28 while in the North East Trade they nearly ran another vessel down when there was no one in charge.

Evidence as outlined was then called. In defence the captain denied that the men had been "encouraged." He said that he had never witnessed an assault by the defendant on any of the complainants and had not heard of any. He regarded the charges as a conspiracy between the men to get away from the ship in order that they might go to Manila and ship to San Francisco. An apprentice also gave evidence to the effect that he did not see or hear of the defendant assaulting any of the crew during the voyage.

Mr Hazland said that the onus of proof was on the complainants. He was not at all satisfied that the assault took place and that being so the defendant was discharged.

## SMUGGLING AMMUNITION INTO CHINA.

(From Our Correspondent.)

CANTON, September 25. On the 22nd instant, a force of the "Chun King Braves" proceeded to a private residence at Fza Koo Lane and marched away with a certain person named Cheung. It is reported that the arrest is in connection with the sale of ammunition. Information has been received by the Police Department that recently large shipments of arms and ammunition were imported by certain secret societies. In the beginning of the month Admiral Li Chun was in receipt of advice that 2,000 rifles were safely transported into the interior, and that another 4,000 rifles were on the way. In consequence of this, strict orders have been given to the Police force to arrest all suspicious characters.

## A CHINESE PLENIPOTENTIARY.

## Returning from India.

(From Our Correspondent.)

CANTON, September 25. Since writing yesterday, I learned from most reliable sources that His Excellency Tong Shu Yu, who was despatched by the Chinese Government to India to negotiate with the British Government with regard to the Tibet Convention, is returning, and that he is expected in Canton at no very distant date.

The reason assigned for his return is rumoured that Tong met with immense difficulties in conducting the negotiations, and the Peking Government thereupon wired Tong to return for a conference.

It may be remembered that Tong is Minister-elect for England. Not very long ago, Minister Lian telegraphed to the Waiwup that his term of office had expired and an Imperial Edict was issued appointing Tong to proceed to London to relieve Lian.

Tong however, telegraphed a reply to say that pending the conclusion of the Tibet Convention, he was unable to leave, but nevertheless, upon receipt of the message, the Peking Government wired Tong to proceed to London without further delay and settle the Tibet affairs there direct.

Now that Tong is returning to China it is impossible to predict what may be the actual reason, and who would be the likely person to represent China in the Court of St. James.

## SPORTING.

## Rowing.

V. E. G. SCRATCH RACES.

The Victoria Recreation Club will hold their first rowing races of the season on Wednesday, October 11, when a four-oared scratch race and a sculling event will be decided. The crews for the four-oared race were selected by the chosen captains yesterday evening, and are as follows:—

No. 1.—"Shamrock": L. A. Musso (Captain), F. M. Rosa Pereira, J. M. Rosa Pereira and T. A. Griffiths.  
No. 2.—"Rose": H. S. A. Silva (Captain), J. W. Bains, A. V. Barros and H. C. Sayer.  
No. 3.—"Thistle": T. E. Pearce (Captain), F. M. Rosa Pereira, J. M. Rosa Pereira and T. A. Griffiths.  
No. 4.—"Kormoran": C. E. H. Hance (Captain), F. W. Pearson, O. R. Chunnert and A. J. V. B. Kiro.

R. H. K. YACHT CLUB.

The Royal Hongkong Yacht Club will hold a scratch race on October 7, in which six crews will take part. The number of entries for this event is an indication of the growing strength of this Club. Two years ago the Club could only muster four crews from among its members; last year no scratch races were held, presumably from want of men, but this year six good crews have been selected, and we believe that even more could have been put in if necessary. The membership list of the R. H. K. Y. C. has had a number of names added to it since the amalgamation and the rowing section is more vigorous now than ever it was. The large number of gentlemen who have given promise of turning out well is a proof of the merit of the coaching given by the Rowing Captain (Mr W. O. Kohler), assisted by other gentlemen. It was for the purpose of picking the best available crew to put in the lists against Canton that the forthcoming scratch race was organized by Mr Kohler, who selected the crew H. Laine. When first picked there was little to choose between the crews, but as each man does not get the same opportunities for training there may be considerable difference in the form shown in the race. After the scratch race the crews for Canton will be selected. In fact, we believe they are already practically decided upon, but they will not be made public until next month. The Yacht Club will enter crews for all events open to them at Canton, though in the Single Sculling they might be without a representative.

The crews for the scratch races are:—  
No. 1.—A. Turner, Feale, F. R. Orlepp, A. Berlinger and Coxswain.  
No. 2.—B. Biele, Schoenemann, T. Hanon and P. Murray (Cox. T. Clarke).  
No. 3.—C. Mackay, H. Laine, G. G. Brinkman and G. Koenig (Cox. Hechtel).  
No. 4.—G. Ahrends, H. Vickers, W. O. Kohler and H. W. Lester (Cox. H. W. Kennett).  
No. 5.—F. Austin, W. Wedekind, A. Cruickshank, W. Stewart (Cox. F. O. Barlow).

Indications of Rheumatism.

SORE and swollen joints, sharp, shooting pains, torturing cramps, no rest, no sleep, these mean rheumatism. It is a stubborn disease to fight, but Chamberlain's Pain Balm has conquered it thousands of times. One application gives relief. Sold by all Dealers, WATKINS & Co., Ltd., General Agents.

## OUR TELEPHONE SYSTEM.

## The Kowloon Extension.

In a growing Colony like Hongkong, to keep up in the front rank of advancement, one needs, as Uncle Jonathan would say, to "get a hustle on," and the China and Japan Telephone and Electric Company, under the management of Mr W. L. Carter, have, by the extension of their lines to the Kowloon Peninsula, "got a hustle on" with commendable despatch. For some time past, the want of public telephonic communication between the mainland and Victoria has been keenly felt, and the announcement that the want had been removed was welcomed on all sides. In our advertising columns will be found a notification including the names and numbers of the present subscribers on the Kowloon side, but although they are few the existing lines on the Peninsula are capable of coping with an increase of 600 per cent. The Company's manager by his long-sighted policy has shown his wisdom; there can be no doubt that Kowloon will grow and with its growth the scope of the telephone must expand also.

The junction line from Hongkong to the Kowloon exchange in Canton road (about 4½ miles long) is entirely underground on the Kowloon side and will shortly be placed underground on the Hongkong side. When this is completed the service from Hongkong to the Peninsula will be entirely independent of typhoons or other atmospheric disturbances. On the Kowloon side most of the wires are underground; they run from the Kowloon Docks to Hung Hom, round the bay to the exchange; from the exchange to Mongkok, through Station Street, Yau Ma Tei; and down to the godowns from the exchange; in fact, most of the Peninsula is pretty well covered with the underground cables. For subscribers in the vicinity of the exchange these underground cables will not be necessary, as wires will be run, via the shortest route, to the subscribers' premises. The underground cables consist of twenty-six pairs of wires, which are brought up at the distributing poles. From these poles, which are fitted with the latest type of lightning arresters, the wires run to the houses in which telephones are installed. The longest length of line is from the exchange to Lai-chikok, about six miles.

The Hongkong service is now undergoing almost total reconstruction, and all the wires will be put underground where possible. This will give a much better service and will increase the volume of sound.

## KOWLOON-CANTON RAILWAY.

(From Our Correspondent.)

CANTON, September 25. It is reported that foreign offers have frequently been made to the Waiwup for the construction of the whole line from Kowloon to Canton with foreign capital, but that Viceroy Shun Chun Hun has disapproved of the acceptance of the offers. From official circles it is reported that recently both the Waiwup and the Shanguu were in telegraphic communication with Viceroy Shun respecting the line and that yesterday Viceroy Shun wired his views to Peking.

## BY WHARF AND WAVE.

The largest liner, "Kaiserin Augusta Victoria," a sister ship to the "American," now building in England, was launched last month at Stettin. The Emperor William II. and the Empress Augusta Victoria were present at the launching.

## AUSTRALIA'S OPPORTUNITY.

One effect of the Chinese boycott of American goods (says a Sydney paper) the attention being given to Australian produce. During the past few weeks Chinese merchants in New South Wales and Victoria have been placing large orders for flour for shipment to Hongkong. There are, however, difficulties in the way of immediate fulfilment of these orders, owing to the fact that most of the flour is put up in 50 lb. bags.

What the Chinese merchants require is that it should be put up in 50 lb. sacks, and in order to comply with this demand millers have to manufacture fresh supplies, as it would not pay to re-bag supplies already on hand. The merchants see in this delay a possibility of losing the market, so there is no knowing how long the boycott will last, and there is also the possibility of other countries getting in first. The Chinese merchants say if there is a possibility of merchants giving a guarantee that the standard bag could be furnished without delay they would purchase largely. Both Melbourne and Sydney Chinese have already shipped large quantities of flour to Hongkong, and other shipments are now being arranged for. That this demand is having an effect on the price of flour in the local market is shown by the fact that one Chinese merchant who purchased a quantity of flour for shipment on Friday was obliged to secure another 50 tons on the following Monday, when the seller demanded 5s per ton more. The Young Co-operative Flour Mills is also busily engaged in fulfilling orders for shipment to Hongkong, and at present are unable to accept further orders.

Chinese merchants are also making inquiries with a view to making a trial shipment of frozen rabbits to China, and last week when a number of them visited Young in connection with the anti-opium outbreak they took the opportunity of inspecting the Burragong Chilling Works, and were shown over the premises by the manager, Mr Henderson, and received a lot of valuable information, which they believe will be of service in making the necessary arrangements for a trial shipment.

The Chinese merchants point out that the present occasion is Australia's opportunity, but whatever is done will have to be done quickly otherwise other countries will get in first.

## LONDON LETTER.

(From Our Correspondent.)

LONDON, August 23.

We all feel kindly disposed towards Germany and especially towards our King's eminent nephew, but the tortuosity of German politics in the Morocco question make it increasingly difficult to withstand a certain strain on our sympathy. We have, for months past, been going out of our way to show ourselves friendly to France, (no doubt, of course, for some tremendous little purpose of our own, and the Continental press, *passim*, and Germany distinctly does not like it. Our public press, not merely the half-penny reptiles, have been continuously girding at Germany. This week's *Punch* contains an admirably drawn and intensely offensive cartoon representing the Kaiser as the devil (Matthew XIII, 25, 29) sowing the tares of the Tattenbach loan to Morocco. I am quite aware that many insignificant German newspapers attack England violently, but that gives no excuse. *Punch* is not a petty German print, and has an international reputation that it should not abuse or insult a friendly and kindred sovereign. The worst of the situation is that *Punch* does not stand alone. The *Times* is hostile to Germany, the *National Review* is rabid, and the general tone of the British press is a real danger when we recollect that Germany newspapers are, strongly influenced by official opinion, and their readers may well believe that the same thing is true here. It is quite possible that a war with Germany would be popular in England, *if it began*, but responsible journals which irritate international prejudices are accepting too lightly a grievous responsibility.

There is, if I remember rightly, a statue of Queen Alexandra at the Royal College of Music in South Kensington, but nowhere else has her Majesty's effigy been set up in bronze or marble so that Hongkong, the first colony acquired in Queen Victoria's reign, deserves the credit of being the first to perpetuate her royal semblance; *tan carum caput*. For many years the birds of Hongkong had no one but Sir Arthur Kennedy to perch upon, but eight years ago Queen Victoria emerged from the godowns, where she had lain no one knows how long, and now with the addition of the Duke of Connaught, the King and Queen, the island will soon have a creditable show of sculpture.

The King has entertained Sir Henry Campbell-Bannerman to lunch. It is quite safe to say that this is of no political significance. Both happen to be at Marienbad, fifty miles N.W. of Pilsen, from which the beer ought to come, but it generally doesn't. The King's annual pilgrimage has given a strong stimulus to the society craze for cures. Everybody overcasts himself for ten months and then goes to Bohemia or elsewhere for two months to walk three miles a day and quaff daily half a gallon of evil tasting water. The population of a little place like Marienbad swells from 2000 to 20,000, mostly millionaires, and then society goes home to overeat itself again.

The cares of state pursued His Majesty even to the Bolmer Wald. Last week he had to accept the resignation of Lord Curzon. The late Viceroy and Lord Kitchener were far too much alike to agree well. Both are young men, as statesmen reckon to-day—Kitchener is 55 and Curzon only 46, and each has the character that India requires, prompt decision and dogged resolution. The Cabinet decided in favour of the soldier, and the Viceroy promptly refused to take part in any re-arrangement of offices that diminished his own influence. I wonder that he remained in office as long as he did. After the treatment he received over the Youngusband treaty of Lhasa, it became evident that he must soon resign strongly the Brodick regime. His resignation was bound to come, but it seems a pity that it finally occurred on a comparatively minor point, and before the Royal visit, which he would have made as magnificent an affair as the coronation ceremonies.

STEARNS' HEADACHE CURE can be obtained from all dispensaries (quickly by post). Gives instant relief. Avoid imitations. Keep the Genuine Bandy.

## Cuts, Bruises and Burns Quickly Healed.

CHAMBERLAIN'S Pain Balm is an antiseptic ointment and when applied to cuts, bruises and burns, causes them to heal without maturation and much more quickly than by the usual treatment. It allays the pain of a burn or scald almost instantly. Unless the injury is very severe it does not leave a scar. For sale by All Dealers. WATKINS & Co., Ltd., General Agents.

## To-day's Advertisements

THERE IS BUT ONE

## SPEEDICUT

High Speed Tool Steel, and that is

## FIRTH'S SPEEDICUT

SOLE MAKERS.

## Thos. Firth &amp; Sons, LIMITED.

Norfolk Works, Sheffield.

Hongkong, January 5, 1904. 20-2

## THEATRE ROYAL, CITY HALL.

ONE NIGHT ONLY. TO-NIGHT! (TUESDAY), 28th SEPTEMBER.

## THE BANDMANN OPERA CO.

35—LONDON ARTISTS—35.

Under the Personal Direction of MAURICE E. BANDMANN, will present the BRILLIANT COMIC OPERA 'LA POUPEE'

Prices of Admission: Dress Circle & Stalls \$2, Second Seats \$2, Gallery \$1.  
PLAN NOW OPEN at ROBINSON'S PIANO CO. Doors open at 8.30 P.M. Commence at 9 P.M. Hongkong, September 26, 1905. 1794

## WANTED.

FROM the 1st of November, FURNISHED APARTMENTS with Board for a Married Couple, Moderate terms. Apply to P. O., Box No. 398. Hongkong, September 26, 1905. 1823

## TO LET.

TWO (2) Front FURNISHED ROOMS near Race Course. With or without Board. Address: 'DIGS', Care of 'CHINA MAIL' Office. Hongkong, September 26, 1905. 1824

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY &amp; FOOCHEW.

## THE Company's Steamship HAICHING.

Captain A. E. Hodgins, will be despatched for the above Ports on THURSDAY, the 28th Inst., at 11 a.m.  
For Freight or Passage, apply to DOUGLAS, LARRAIK & Co., General Managers. Hongkong, September 26, 1905. 1827

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

## THE Company's Steamship COBANEN.

Captain Courty, will be despatched for the above ports on or about TUESDAY, the 3rd October.  
G. DE CHAMPEAUX, Agent. Hongkong, September 26, 1905. 1825

## NOTICE TO CONSIGNEES.

'GLEN' LINE OF STEAMERS.

FROM LONDON, ETC.

## THE Company's Steamship Glenes.

Having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out, marked by mate, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unleg instructions are given to the contrary before 4 P.M., To-day.

No Fire Insurance will be effected. All Damaged Packages must be left in the Godown, and a certificate of the Damage obtained from the Godown Co. within ten days after the Steamer's arrival, after which no Claims will be recognised.

MCGREGOR BROS. &amp; GOW.

Hongkong, September 26, 1905. 1826

## Entertainments.

## HONGKONG VOLUNTEER CORPS.

## GRAND PROMENADE CONCERT.

on the VOLUNTEER PARADE GROUND, (Near Tramway Station).

SATURDAY, 30th SEPTEMBER.

AT 9.15 P.M.

Tickets, \$2 and \$1, can be obtained at the Volunteer Head-Quarters, near the Hongkong Club.

Hongkong, September 25, 1905. 1818

## STEARNS' HEADACHE CURE.

can be obtained from all dispensaries (quickly by post). Gives instant relief. Avoid imitations. Keep the Genuine Bandy.

## Cuts, Bruises and Burns Quickly Healed.

CHAMBERLAIN'S Pain Balm is an antiseptic ointment and when applied to cuts, bruises and burns, causes them to heal without maturation and much more quickly than by the usual treatment. It allays the pain of a burn or scald almost instantly. Unless the injury is very severe it does not leave a scar. For sale by All Dealers. WATKINS &amp; Co., Ltd., General Agents.

## THE COMMERCIAL LAW AFFECTIONING CHINESE.

With Special Reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.

Reprinted from the China Mail.

For Sale at the China Agent Office.

Price \$1.00.

## THE ROBINSON PIANO COMPANY, LTD.

## PRACTICAL

## PIANO

## EXPERTS

## MANUFACTURERS, TUNERS

## AND REPAIRERS.

## PIANOS

## AND

## ORGANS

## RENOVATED, REBUILT,

## AND

## REPOLISHED

## COMPETENT WORKMEN.

## ESTIMATES FREE.

## 'OWN MAKE'

## PIANOS

## FROM \$300.

## IMPORTED PIANOS

## FROM \$375.

## SECOND HAND PIANOS RETURNED

## FROM HIRE AT LOW PRICES.

## INSPECTION INVITED.

## WEISMANN, LTD.

## GO TO . . .



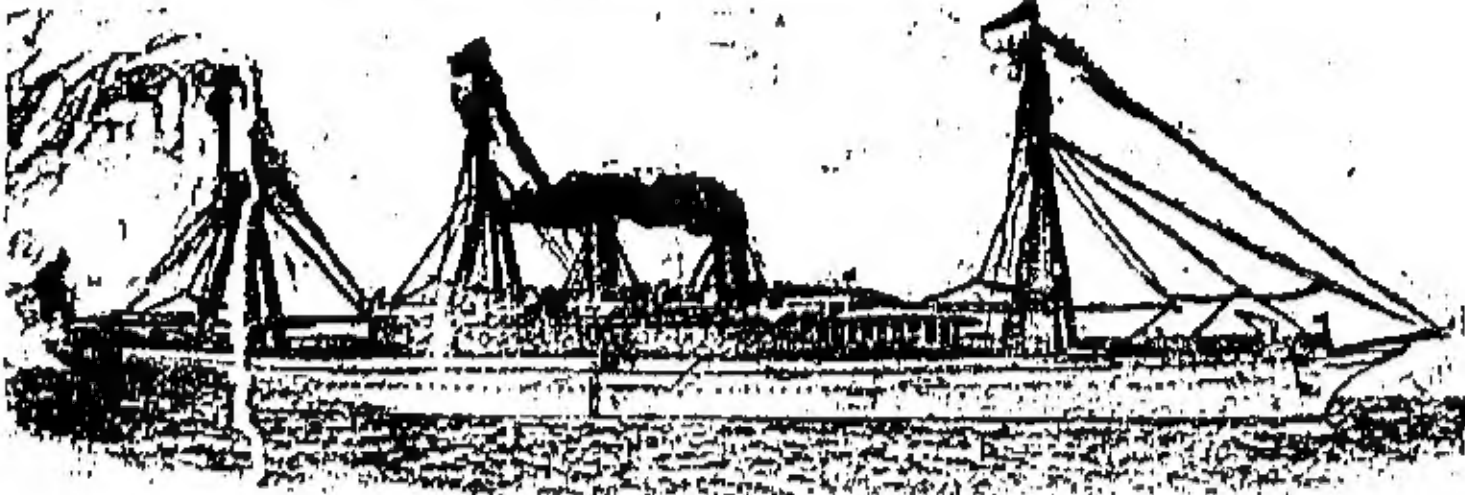
## Shipping.

PENINSULAR & ORIENTAL STEAMSHIP  
NAVIGATION COMPANY

Will dispatch VESSELS to the Undermentioned PORTS on the DATE named:-

FOR	STEAMERS	TO SAIL ON	REMARKS
YOKOHAMA, via SHANGHAI, MOJI AND KOBE (Passing through the Inland Sea)	SUNDA	About 27th September	Freight and Passage.
LONDON & ANTWERP, via Suez, Port Said, SINGAPORE, COLOMBO & BOMBAY	CEYLON	About 28th September	Freight and Passage.
SPANGHAI	TIENTSIN	About 2nd October	Freight only.
LONDON, &c.	COROMANDEL	About 6th October	Freight and Passage.
	INDIA	Noon, 7th October	See Special Advertisement

\* Calling at PENANG if sufficient inducement offers.  
For further Particulars, apply to L. S. LEWIS, Acting Superintendent, P. & O. S. N. Co.'s Office, Hongkong, September 23, 1905.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C. Sailing 8 to 7 Days across the Pacific.

R.M.S. Proposed Sailings from Hongkong. (Subject to Alteration).  
ATLANTIC, Com. E. ARCHER, R.N.R. 6000 Tons WEDNESDAY, Oct. 18.  
ATLANTIC, Com. E. ARCHER, R.N.R. 6000 Tons WEDNESDAY, Nov. 1.  
ATLANTIC, Com. E. ARCHER, R.N.R. 6000 Tons WEDNESDAY, Nov. 15.  
ATLANTIC, Com. E. ARCHER, R.N.R. 6000 Tons WEDNESDAY, Nov. 29.  
ATLANTIC, Com. E. ARCHER, R.N.R. 6000 Tons WEDNESDAY, Dec. 13.

Hongkong to London, 1st Class, via St. Lawrence £60, via New York £82.  
Intermediate on Steamers: " £40, " £42.

THE magnificent 'EMPEROR' STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. TARTAR and ATLANTIC Carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to CORNER PRINCE STREET AND PRINCE, Opposite Blake Pier, Hongkong, September 20, 1905.

PORTLAND AND ASIATIC  
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON.

Operating in CONJUNCTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	Captain	To SAIL AT DAYLIGHT ON
ARABIA	4483	MEZENTZOFF	Nov. 7, 1905

Through Bills of Lading Issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.

Hongkong, September 1, 1905.

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	LEAVING
TAMU, via SWATOW AND AMOY	SUNDAY, 8th Oct., 10 a.m.
FOR	LEAVING
TAMU, via SWATOW AND AMOY	SUNDAY, Oct. 1, 8 a.m.
ASPING, via SWATOW AND AMOY	WEDNESDAY, 4th Oct., 10 a.m.
SHANGHAI, via SWATOW, AMOY AND FOCHOW	THURSDAY, 6th Oct., 10 a.m.

\* This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.  
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, September 25, 1905.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA,

Steamers	Tons	Captains	To Sail
SHAWMUT	9608	E. V. Roberts	About Oct. 11
HYADES	3763	Geo. Wright	About Nov. 11
TREMONT	9608	T. W. Garlick	About Nov. 24
LYRA	4417	G. V. Williams	About Dec. 8
PLEIADES	3763	F. G. Parington	About Dec. 29

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The Twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo stored in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA  
For further information, Apply to

Dodwell & Co., Limited,  
GENERAL AGENTS,  
HONGKONG, September 21, 1905.

## Shipping.

## OCEAN STEAM SHIP COMPANY, LIMITED,

AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LIMITED,

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARDS.

FROM	TO SAIL
GLASGOW AND LIVERPOOL	28th September
GLASGOW AND LIVERPOOL	10th October
GLASGOW AND LIVERPOOL	19th October
GLASGOW AND LIVERPOOL	15th October
GLASGOW AND LIVERPOOL	31st October
GLASGOW AND LIVERPOOL	1st November
GLASGOW AND LIVERPOOL	14th November

## HOMEWARDS.

FROM	TO SAIL
LONDON, AMSTERDAM & ANTWERP, ALGECIRS	7th October
* GENOA, MARSEILLE & LIVERPOOL, AGAMANNON	15th October
LONDON, AMSTERDAM & ANTWERP, DIONIS	24th October
LONDON, AMSTERDAM & ANTWERP, MAGUON	7th November
* GENOA, MARSEILLE & LIVERPOOL, CHINGWU	20th November
LONDON, AMSTERDAM & ANTWERP, KINTUCK	21st November

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH  
THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS IN THE UNITED STATES OF AMERICA AND CANADA.

## EASTWARD.

FROM	TO SAIL
VICTORIA, VANCOUVER, SEATTLE, TACOMA, and PACIFIC COAST	2nd October
PORTS, via NAGASAKI, KOBE & YOKOHAMA	1st November

## WESTWARD.

FROM	TO SAIL
TACOMA, SEATTLE, VICTORIA, KREMUS, and PACIFIC COAST	24th October
AND PACIFIC COAST	3rd November

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, September 26, 1905.

## CHINA NAVIGATION CO., LD.

FROM	TO SAIL
CHEFOO & NEWCHANG	28th September
CEBU & LOILO	30th September
SWATOW, TSINGTAU, WEI-HAI-WEI	1st October
CHEFOO AND TIENTSIN	1st October
MANILA	3rd October
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COCOTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	18th October

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unvalued Table. A duly qualified Surgeon is carried.  
† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.  
‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australasian Ports.  
N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australasian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, September 20, 1905.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and Electric Light—Perfect Cuisine—Surgeon and Stewards carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
RUBI	2540	A. H. Netley	Manila	Sept. 30, at Noon.
ZAFIRO	2540	R. Rodger	Manila	Oct. 7, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

Hongkong, September 25, 1905.

## HONGKONG—NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

TO SAIL

S.S. ALSTON. About 20th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, September 14, 1905.

## FOR NEW YORK, VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship SENECA, Captain CHIN, will be dispatched on the 27th September, will be dispatched as above on FRIDAY, the 29th September.

For Freight, or other information, apply to

STANDARD OIL COMPANY OF NEW YORK, Original Freight Department, (Hotel Mansion, 2nd Floor).

Hongkong, September 25, 1905.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at Malabar Coast. PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	TO SAIL
SATSUMA	About Oct. 3
SIXI	About Oct. 28
WEIY CASTLE	To follow.

For Freight and further information, Apply to

DODWELL & CO., LTD., Agents.

Hongkong, September 20, 1905.

## Shipping.

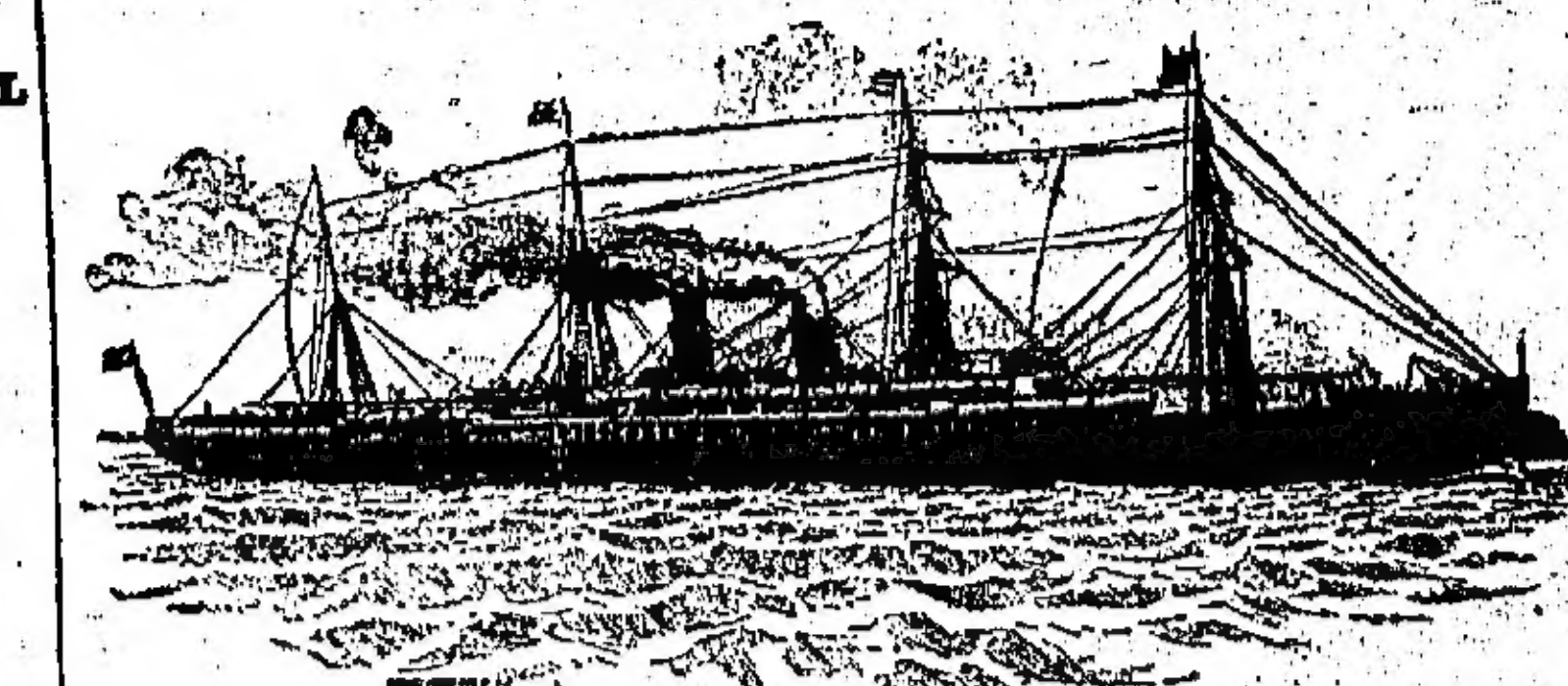
PACIFIC MAIL S.S. CO.,  
OCCIDENTAL AND ORIENTAL S.S. CO.,

## TOYO KISEN KAISHA.

## U.S. MAIL LINES.

VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU ON OAHU, on the most fertile and beautiful island of the PACIFIC.

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	TO SAIL
SIBERIA	11,224 Gross Tons, MONDAY, 2nd Oct., at Noon.
MONOOLIA	13,639 " FRIDAY, 6th Oct., at Noon.
CHINA	5,660 " TUESDAY, 17th Oct., at Noon.
DORIC	4,784 " TUESDAY, 31st Oct., at Noon.
MANOCHUA	13,639 " FRIDAY, 7th Nov., at Noon.
KOREA	11,224 " TUESDAY, 21st Nov., at Noon.
COPTIC	4,528 " FRIDAY, 1st Dec., at Noon.
AMERICA MARU	6,000 " THURSDAY, 7th Dec., at Noon.

## RECORD FAST TRIPS.

Yokohama to San Francisco, s.s. KOREA, 11,276 tons, October 11th-22nd 1902; 10 days, 15 hours.  
San Francisco to Honolulu, s.s. SIBERIA, 11,224 tons, August 16th-20th, 1905; 4 days, 19 hours.  
San Francisco to Yokohama, s.s. SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 13 days, 13 hours.

THE P. M. Steamship SIBERIA will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, (INLAND SEA) and YOKOHAMA, on MONDAY, the 2nd October, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any port en route.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

Hongkong, September 18, 1905.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
* SINGAPORE, PENANG, AND CALCUTTA	NAMSANG	WEDNESDAY, Sept. 27, at Noon.
* MANILA	YUENSANG	FRIDAY, Sept. 29, at 4 p.m.
* SHANGHAI	KWONGSANG	MONDAY, Oct. 2, at 3 p.m.
SINGAPORE, SOUARA, BATA & SAMARANG	FOOSHING	WEDNESDAY, Oct. 4, at 3 p.m.

\* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, September 25, 1905.

## JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJINAH	JAPAN	First half October.	JAVA PORTS.	First half October.
TJILATJAP	JAVA	First half October.	JAPAN, via SHANGHAI.	Second half October.
TJIPANAS	JAPAN	Second half October.	JAVA PORTS.	First half October.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands, India on through B/L.

For particulars of Freight and Passage, apply to the

HEAD AGENCY,

Java-China-Japan Lijn,

ALEXANDRA BUILDINGS.

TELEPHONE No. 575.

Hongkong, September 26, 1905.

## FOR LONDON AND ANTWERP.

'SHIRE' LINE.

THE Steamship RADNORSHIRE, Captain HARRISON, will be despatched for the above ports on WEDNESDAY, the 27th Inst., at 5 p.m.

For Freight and further information, apply to

SHEWAN, TOMES & CO., Agents.

'Shire' Line.

Hongkong, September 25, 1905.

## EASTERN &amp; AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at MANILA, TIENTSIN, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship AUSTRALIAN, Captain McARTHUR, will be despatched for the above ports on WEDNESDAY, the 4th October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewards are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, September 20, 1905.

## Shipping.

## STAM FOR

## STRAITS, CEYLON, AUSTRALIA,

## INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

## Through Bills of Lading issued for BATA-

## VIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship NUBIA, Captain

## J. J. Fox, carrying His Majesty's Mail, is despatched from

## MARSEILLE for LONDON DIRECT, via COLOMBO, on SATUR-

## DAY, the 7th October, at Noon, taking

## Passengers and Cargo for the above Ports.

## Parcels will be received at the Office

## until 4 p.m. the day before sailing. The

## contents and value of all packages are

## regulated.

## For further Particulars, apply to

## L. S. LEWIS, Acting Superintendent.

Hongkong, September 23, 1905.

## NOTICES TO CONSIGNEES.

## PACIFIC MAIL STEAMSHIP COMPANY.

## NOTICE.

## CONSIGNEES OF CARGO per Steamship

## MONGOLIA.

The above Steamer having arrived, Consignees of Cargo are hereby informed that

send in their Bills of Lading for counter-

signature, and to take immediate delivery

of their Goods from alongside.

Cargo impeding discharge and undelivered by TUESDAY, the 26th Inst.,

will be landed and stored at Consignees' risk and expense.

Broken, chafed, or damaged goods will be examined at this Company's Godown on

THURSDAY, at 10 A.M.

No Fire Insurance will be effected.

S. SILVERSTONE, Agent.

Hongkong, September 25, 1905.

## NOTICE TO CONSIGNEES.

## FROM CALCUTTA, PENANG AND SINGAPORE.







